

CLASSIFICATION: ~~SECRET~~  
NOFORN

COUNTRY: East Germany

REPORT

TOPIC: Schoenefeld Airfield

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EVALUATION:

PLACE OBTAINED:

25X1

DATE OF CONT:

DATE OBTAINED:

3 November 1955

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REFERENCES:

PAGES: 2 ENCLOSURES (NO. &amp; TYPE) 1 - sketch

REMARKS:

This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Schoenefeld airfield between 4 September and 6 October 1955:

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4 to 24 September. While the weather was fair, there was air activity every day except Mondays when political indoctrination and technical training were given. These sessions were held on the second floor of the headquarters building, the former HO-Hotel for officers. Pictures and designs of navigating instruments were also seen there. The EM attended their training and indoctrination sessions on Mondays at a hangar, the former apprentices' workshop, where designs of engine parts were observed. Cut-away models of engines and other equipment were also seen in this hangar. The personnel also received training on parachute rigging. Instruction was given from 0800 to 1300, and from 1500 to 1800.

26, 27 September, 3, 4, 5, and 6 October. There was air activity every day from 0830 to 1300, and from 1500 to 1800. Li-2s, Po2-s and Ya-14s were involved in this activity. Night flying was practiced almost daily by Li-2s, from 1900 to 2300.<sup>1</sup>

2. Twenty one Germans were employed at the Soviet unit. The supervisor of these workers was Senior Lieutenant Nestrow (fnu), who wore a uniform with red collar patches with hammer and sickle and a cap with red band. Identification cards for the German personnel were drawn up by Senior Lieutenant Nestrow and signed and stamped by the Soviet chief of the airfield.<sup>2</sup>
3. In early October 1955, two empty envelopes, addressed to soldiers of Unit [ ] and stamped at Moscow were seen. The letters were dated 27 November 1953 and 20 December 1954 respectively.<sup>3</sup>

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4. From 2200 on 18 September, until 0100 on 19 September, passive air defense exercises were held. A similar exercise was held later the same morning, 19 September, from 0600 to 1000. The trainees wore gas masks and were ordered to enter air raid shelters. The beginning and ending of these exercises had to be transmitted by orders, since the sirens were out of function.

FLASH

5. The aircraft that the GDR delegation returned from Moscow in was an Il-14 of the East German Lufthansa, [ ]

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6. In late September, construction work was being done on a portion of the former administration building. A hotel was planned to be erected there. Some of the garages were scheduled to be rebuilt into workshops.<sup>5</sup>

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1. Comment. Schoenefeld airfield is still occupied by a transport regiment and a transport courier squadron, equipped with Li-2s

2. Comment. Senior Lieutenant Nestrov is reported for the first time. A Major Nesterov, who it is said is a member of the flying personnel, was reported previously. It is possible that this is the same officer.

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4. Comment. Since regular air service of the East German Deutsche Lufthansa is not scheduled to start until 1 January 1956, it must be assumed that the plane, in which the GDR delegation returned from Moscow, was licensed prematurely.

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5. Comment. For location sketch of administration building and garages, see Annex.

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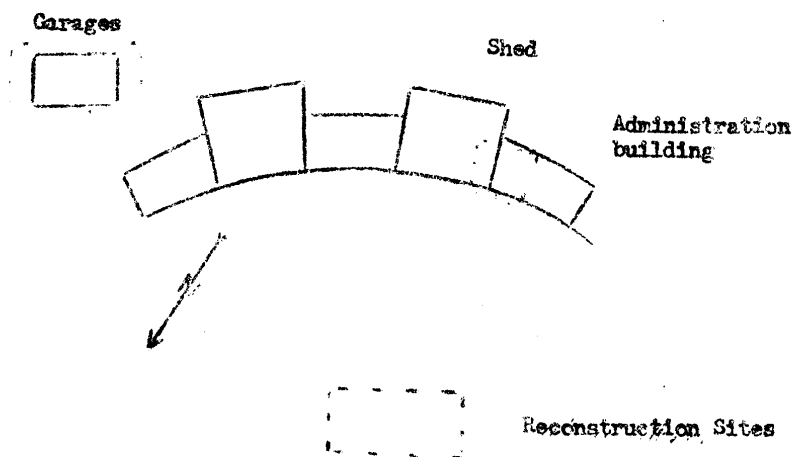
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Annex

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Location Sketch of Administration Building and Garages  
at Schoenefeld Airfield



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